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FINAL
ENVIRONMENTAL STATEMENT

NAVIGATION PROJECT, JONESPORT, MAINE

OFFICE OF THE CHIEF OF ENGINEERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C. 20314
AUGUST 1973

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SUMMARY

NAVIGATION PROJECT, JONESPORT, MAINE

() Draft

(X) Final Environmental Statement

Responsible Office: U. S. Army Engineer Division, New England, Waltham, Mass.

1. Name of Action: () Administrative (X) Legislative

2. Description of Action: Dredge an entrance channel 100 feet wide, 8 feet deep, leading from deep water in Moosabec Reach into Sawyer Cove and two anchorages, one of 6 acres to an 8-foot depth and the other 9 acres to a 6-foot depth. Also, construct a steel pile caisson type breakwater at the entrance to the Cove extending from Henry Point.

3. a. Environmental Impacts: The breakwater would afford protection to the local fishing fleet. It would reduce damages to boats, moorings and lobster cars by centering activities of the fishing fleet in Sawyers Cove.

b. Adverse Environmental Effects: No major adverse effects are anticipated. The breakwater would occupy a small area of bottom habitat and would create minor change in circulation pattern within the Cove.

4. Alternatives:

- a. Anchored Inflatable Barrier
- b. Alternate Alignment
- c. Different channel and anchorage dimensions
- d. No development

5. a. Comments Received (Division Review):

U. S. Department of the Interior
Environmental Protection Agency
Office of Economic Opportunity
Maine Department of Sea and Shore Fisheries
State Planning Office

b. Comments Received (Departmental Review):

Governor of Maine
U. S. Environmental Protection Agency
U. S. Department of the Interior
U. S. Coast Guard
U. S. Department of Health, Education, and Welfare

6. Draft statement sent to CEQ 11 January 1973.
Final statement sent to CEQ _____.

1. Project Description.

The Congress of the United States has directed the Corps of Engineers to make a study of navigation needs in Jonesport Harbor, Maine. The authority for this study is contained in Section 304 of the River and Harbor Act, approved 27 October 1965.

The survey report under consideration recommends the project described below as a justifiable solution to navigation problems in Jonesport Harbor, Maine. Navigation conditions will be improved by providing a sheltered area for mooring small craft and a common shore access point for landing of fish catches. Jonesport Harbor is located on the north side of Moosabec Reach about 190 miles northeast of Portland, Maine.

The study was initiated by holding a public meeting at Jonesport on 4 April 1968. All requests for improvements made at that time and at subsequent meetings by concerned interests have been considered.

The objects of the study were first, to determine the optimum location for a protected harbor area; second, to design the best alignment, type, and size of a breakwater; third, to design the most suitable mooring area behind the breakwater with adequate access channel; fourth, to do all this with a view toward not adversely affecting man's environment. The study findings show the following improvement plan to be sound and economically justified.

a. A cellular steel pile breakwater to elevation 18 feet above mean low water extending from Henry Point southwest for a distance of 650 feet, thence west across the entrance to Sawyer Cove an additional distance of 550 feet.

b. An entrance channel 100 feet wide, 8 feet deep, leading from deep water in Moosabec Reach into Sawyer Cove.

c. Two anchorage areas within the cove of 9 acres, 6 feet deep and 6 acres, 8 feet deep, respectively.

Data considered in the study included commercial fishing statistics, projections of future commercial use of the harbor with and without improvement, breakwater and dredging criteria, and construction costs based on March 1972 price levels.

The Town of Jonesport has arranged to have a public landing constructed in Sawyer Cove under a grant of \$228,000 from the Economic Development Administration.

The project has a 1.8 benefit to cost ratio (June 1972).

2. Environmental Setting Without the Project.

The Town of Jonesport had a population of 1,337 in 1970 representing a decrease of 11 percent since 1960. Fishing is the only industry supporting the local population, although peat moss is harvested from local bogs for shipment throughout the country.

Presently, Jonesport Harbor is that part of Moosabec Reach adjacent to the mainland extending along a 3-mile section of shore. The local fishing fleet consisting of 50 lobster boats and 9 carriers, seiners, and trawlers which moor in the Reach along the entire shorefront.

The major concentration of development and all of the small privately owned landings are located along the north shore of Moosabec Reach extending from Kelly Point to West Jonesport. There are 12 fishing companies and three boat building firms in Jonesport.

Moosabec Reach is exposed to easterly and southeasterly storms, and ice floes through the Reach during the winter months. Storm waves and ice cause severe damage to the local fishing fleet. There is no adequately sheltered area available for the fleet under the existing conditions.

Sawyer Cove forms a partly sheltered natural anchorage about one-quarter mile east of the center of town. The depths in the cove, which range from 2 to 8 feet at mean low water, allow only limited use. The land surrounding Sawyer Cove is lightly developed, with the eastern shore serving as a seasonal camp ground. There are no private wharves in the cove and only 2 lobster boats moor near the entrance. Shore access inside the cove is limited due to the range of tide. The upper end of the cove is shallow with mud flats exposed at low tide.

The major biological community in the area is lobsters which are present along the rocky shoreline of the entire area. Several fish species are harvested seasonally from nearby waters, but no great concentration develops within the Reach.

The water quality in Moosabec Reach is excellent and the bottom is composed mainly of sand, gravel and ledge outcrops. Small pockets of silt and mud exist along shoreline indentations such as Cross Cove and Sawyer Cove. The mud flats in Sawyer Cove contain clams which are not harvested.

The U. S. Environmental Protection Agency advises that the water quality of Sawyer Cove is classified as moderately to severely polluted. Fecal coliform counts range from 70 to 700 MPN per 100/ml or higher depending upon the season and tide conditions. For this reason, Sawyer Cove and the adjacent waters in Moosabec Reach easterly to Hopkins Point are closed to domestic

and commerical shellfish harvesting by the Maine Sea and Shore Fisheries Department. Harvesting, therefore, is prohibited because of pollution rather than the lack of shellfish. The shellfish resource would be limited to commercial use if the area were open for direct harvesting because of the requirement for depuration.

3. The Environmental Impacts of the Proposed Action.

Fishing and the sea is the basis for Jonesport's economy. Growth is restricted by the lack of protected anchorage and the scattering of support shore facilities.

These limiting factors can be eliminated by taking advantage of the favorable topography of Sawyer Cove and establish it as the center for Jonesport's fishing activities.

This can be done with a breakwater, improved anchorage, and a public landing. The criteria for breakwater construction and anchorage dredging has been developed by the Corps of Engineers. The public landing has been pursued by the Town of Jonesport.

The breakwater would afford protection to the local fishing fleet from all storm waves approaching through Moosabec Reach from the east and southeast, with the exception of hurricanes. It would reduce damages to boats, moorings and lobster cars by centering the activities of the fishing fleet in Sawyer Cove.

The construction of a public landing within the protected area will eliminate the need for individual owners to maintain wharves along the open shore of the Reach. The public wharf will enhance the harbor since greater effort could be expended on maintenance of a single general purpose wharf, rather than the

present individualistic approach needed to maintain minimal fish handling facilities on the exposed piers scattered along the main waterfront.

During the planning stage, the U. S. Fish and Wildlife Service, coordinating with the National Marine Fisheries Service and the Maine Department of Sea & Shore Fisheries, advised the Corps of Engineers of the benefits to the fishing fleet if navigational improvements are undertaken. Harbor development would benefit the commercial fishery and result in an improved economy. No permanent damage to the natural ecology of Sawyer Cove or adjacent coastal waters was identified during the planning stage should navigational improvements be undertaken.

Some temporary or short term effects may be anticipated. The breakwater would remove some bottom habitat from the ecological chain. Because of the relatively small area involved in comparison with the surrounding waters, this should not be significant. Any structure across a portion of a cove will somewhat reduce the tidal action and interchange. This is not expected to unduly influence the biota within the cove. Many marine organisms, especially the intertidal species, usually demonstrate a broad tolerance range to environmental conditions.

To prepare for the breakwater foundation, about 90,000 cubic yards of soft material will have to be removed. Preliminary sampling shows this material to be a very soft, dark, organic silt. Dredging for the entrance channel and anchorage will necessitate the removal of an additional 57,000 cubic yards of this material.

There will be some temporary increase in turbidity during construction operations. This is not expected to interfere with the natural ecology of the

cove or be detrimental to other uses of the area. All of the disturbed sediment will have settled out before lobster cars are moored in the area.

The biggest problem in harbor development is the disposal of the dredged material. This usually involves finding out the physical and chemical nature of the material to be deposited and deciding where to put it. Chemical analysis has been made. The selection of location of a disposal site for the dredged material will be made during the advance design stage. Site selection for disposal of the dredged material will be coordinated with the appropriate governmental (Federal and State) agencies. To further identify the chemical nature of the sediments in the dredged area, the Corps of Engineers collected and analyzed sediment samples from 5 representative locations in Sawyers Cove. Four of the stations are in the anchorage area. The fifth is located westerly of the breakwater in the area that will be deepened for the channel connecting the anchorage with deeper water. These samples are summarized in the following table.

SUMMARY OF TEST RESULTS OF MATERIAL TO BE DREDGED

Parameter	Number of Samples	<u>Test Results</u>		
		Max.	Min.	Ave.
Volatile Solids	5	6.65	4.79	6.11
Chemical Oxygen Demand	5	9.08	3.66	7.24
Total Kjeldahl Nitrogen	5	0.30	0.08	0.21
Oil - Grease	5	0.216	0.107	0.176
Mercury	5	0.000138 (0.000159)	0.000047 (0.000021)	0.00010 (0.0000668)
Lead	5	0.00544 (0.00627)	0.00243 (0.00133)	0.00452 (0.00363)
Zinc	5	0.00857 (0.01161)	0.00604 (0.00416)	0.00765 (0.00715)

Note: Heavy metal test results shown in parentheses are for 12 to 14 inch depths or bottom 2 inches as applicable for shorter samples.

At this time, it appears that the dredge material will have to be disposed in a deep water offshore area. On or near shore disposal of this material appears unlikely in the vicinity of Sawyer Cove.

Offshore disposal of dredged material is often criticized on the basis of the anticipated effect on water quality. A better insight into this problem may be possible during the advance design stage when specific disposal areas will be investigated.

If the dredge material is considered by appropriate government agencies to be too polluted for offshore spoil disposal, and there is no available onshore area, this could result in impasse. It is probable that construction would not begin until this environmental matter is resolved.

Sometimes offshore disposal could interfere with fishing activity either with the location or time of year or both. The Maine Department of Sea & Shore Fisheries will be one of the government agencies contacted during this phase of the project in an effort to avoid any such interference.

Generally, nearshore spoiling on wetlands or tidal flats below mean high water mark is objectionable since fisheries and waterfowl habitat could be adversely affected. Spoiling above mean high water requires land with low or negligible wildlife values and suitable topography to contain the material. If the land is available, diking can convert land having a flat profile into a spoil area. Diking costs are not included with project costs and must be borne by non-federal interests. If non-federal interests cannot pay this additional cost, an otherwise favorable project would not be developed. This is not an unusual circumstance.

The channel and anchorage will increase boat activity in the cove. There may be some abuse with man's use of the area associated with increased

boating activity such as spilling and leakage of gasoline and oil and discarding of unwanted species or bait from lobster boats and other vessels. Any potential abuse should be minimized by effective local action.

As a prerequisite to the development of a Federal navigation project, local interests must provide assurances that they will establish regulations prohibiting discharge or untreated sewage, garbage and other pollutants in Sawyer Cove by its users.

Local zoning and building regulations should control any undesirable commercial developments. Federal and State laws relative to such matters as dredging and filling as well as water quality would provide some control on the impact of new facilities on Sawyer Cove.

4. Adverse Environmental Effects Which Cannot be Avoided Should the Project be Implemented.

The breakwater would occupy a small area of bottom habitat and create a minor change in the circulation pattern. This is not expected to be a limiting factor since fishery resources are harvested outside of Sawyers Cove. But due to the large range in tide levels, any change in the circulation pattern is not expected to significantly alter water quality. The channel may offset, at least part, any change in circulation attributable to the breakwater.

Aesthetics will be impaired by the sheet steel pile breakwater set against the rocky forested coastline, as viewed by tourists. However, local interests appear willing to accept the breakwater's appearance because it would fulfill navigational needs as a prerequisite to improving their economy.

5. Alternatives to the Proposed Action.

a. Anchored Inflatable Barrier. This type of breakwater would not be suitable due to winter ice conditions and prohibitive cost of maintenance. Another factor is the constant shift in location of the barrier which would occur due to currents created by the extreme tidal cycles. The anchoring system would require constant checking and repairs to make the barrier function. Such a system would not interfere with the present circulation in the cove.

b. Alternative Alignment for Breakwater. The topography and foundation conditions limit consideration of alternate alignments. Moving the breakwater seaward would sharply increase the cost to the point where a project could not be economically justified. Moving the breakwater to a point further inside the cove would not protect the public landing, the location of which has been set by other factors. In addition, considerably more material, including some ledge rock, would have to be dredged to provide the necessary anchorage capacity. All alternative alignments have been investigated.

c. Alternate Channel and Anchorage Dimensions. The 8-foot by 100-foot entrance channel and the depths in the anchorages were recommended on the basis of meeting the navigational requirements of the type of vessels that would use the facility. A narrower entrance channel would not meet the needs for navigation, due to safety required for two-way passage. A larger channel dimension would not provide significantly greater advantages to the circulation pattern. The anchorage areas are based on the type and size of vessels expected to use the project. Any increase in anchorage area is not warranted at this time. A lesser area would not provide the needed space.

d. No Development. An alternative would be to forego implementation of any improvement in the area. The consequence of this alternative to the environment would be that Sawyer Cove would remain in its present state of development as far as navigation is concerned with the exception of the public landing. The only gain would be the prevention of any disturbing influence on the bottom habitat or circulation patterns. Damages to fishing vessels would not be reduced nor would the projected increase in commercial fish landings in Jonesport be realized.

6. The Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity.

The Coast Guard responded to 139 rescue cases in the Jonesport Harbor in Fiscal Year 1972 with 64 of these occurring during the winter months. The Coast Guard advises "this project should considerably reduce the Coast Guard search and rescue activities in the Jonesport Harbor vicinity and at the same time provide a harbor of refuge during periods of severe weather."

There could possibly be some short-term effects on marine ecology. This should be offset by long-term productivity in terms of increased and expanded commercial fishery activities.

Some changes in the natural environmental conditions in the harbor could occur. The breakwater may cause a slight change in the circulation patterns of the harbor along with a small loss of bottom habitat.

The breakwater will favor long-term productivity by providing protection from damaging waves and ice formations. The anchorage area will provide needed space to concentrate the fishing activities, thus enhancing future develop-

ment of the fishing resources.

The U. S. Department of the Interior advises, "Although recreation use would be secondary it could be compatible, controlled if necessary, and wisely planned to obtain maximum public benefit. While the area may not be currently attracting recreation tourists, access and seashore facilities could be helpful in aiding an area solely dependent on the fishing industry."

7. Any Irreversible or Irretrievable Commitment of Resources Which Would be Involved in the Proposed Action Should it be Implemented.

The principal commitment of resources associated with implementing the project is a small area of bottom habitat and the labor required to construct and maintain the project.

Not making any improvements could result in transfer of boats to other harbors, therefore, negating any investment in the area towards this end.

8. Coordination With Other Agencies.

Coordination has been maintained throughout the course of the study with Federal, State and local agencies which have responsibilities or interests in the project. Included were the following:

- U. S. Fish and Wildlife Service
- U. S. Coast Guard
- Environmental Protection Agency
- Economic Development Administration
- Maine Department of Sea and Shore Fisheries
- Maine State Port Authority
- The Town of Jonesport, Maine

A public meeting was held on 24 May 1972 at Jonesport to advise the public of the findings of the survey report. A summary of environmental considerations was prepared and included in the meeting's agenda. The need for improved harbor facilities was re-emphasized by several persons. No other environmental considerations, pro or con, were raised by either the general public or representatives of any governmental agency.

A preliminary draft of this Environmental Statement was furnished to the following agencies on 22 June 1972:

- National Marine Fisheries Service
- Bureau of Sport Fisheries and Wildlife
- U. S. Coast Guard
- Bureau of Outdoor Recreation
- Environmental Protection Agency
- Economic Development Administration
- Maine Department of Sea and Shore Fisheries
- Maine Environmental Improvement Commission
- State Planning Office
- Association of Conservation Committee
- Town of Jonesport, Maine
- Environmental Clearance Office
- Office of Economic Opportunity
- Department of Housing and Urban Development

To notify other interested parties on the availability of the draft and to advise of the opportunity for commenting on it, a news release was prepared and sent to the new medium.

Sediment and chemistry analysis was not completed when the preliminary draft was made available for review. However, the test results were forwarded to the Environmental Protection Agency on 25 July 1972.

As stated in the draft, site selection for disposal of the dredged material will be coordinated with the appropriate governmental (federal and state) agencies during the advance design stage. At this time all current information including sediment and chemistry analysis will be included in discussions.

Review comments were requested to be submitted by August 7, 1972. This allowed a 45 day review period. This draft has been revised to include all pertinent information received by August 11, 1972. Comments received are summarized below:

a. Maine Department of Sea and Shore Fisheries

Comment: The department has reviewed the draft and concurs with its findings.

Comment: The department reaffirmed its assistance in site selection for dredged material disposal.

b. Bureau of Outdoor Recreation

Comment: Suggests additional discussion of land use and changes due to project.

Response: Land use is not expected to change substantially. The public landing, as discussed in the draft, maintains existing land use patterns with only a shift in location.

Comment: Suggests the expansion of the economic base through increased opportunities for recreation-tourism.

Response: Data is lacking to substantiate this claim. Acadia National Park and the Mt. Desert Island area is usually the focal point of tourists visiting the eastern Maine coast. Those who do travel easterly of this area usually continue to the Canadian Maritime Provinces. Tourists have shown only casual and incidental interest in the area between Acadia and the Maritimes. There is no indication of any change in travel habits and interests of these tourists.

Comment: The statement's allegation that resolution of future uses of vacated shoreline should be subject solely to cooperative state and local resolution is insufficient.

Response: The statement did not make this allegation.

Comment: BOR feels that rededication of coastal lands may result in environmental impacts greater than those anticipated.

Response: Data is lacking to substantiate this claim. Land use is not expected to change substantially.

c. Environmental Protection Agency

Comment: Since the test results exceed guidelines established by EPA, we recommend that alternate methods of disposal be considered.

Response: The Environmental Protection Agency is one of the agencies that will be contacted for spoil site selection.

Comment: Requested information on the method of dredging.

Response: This will not be determined until the Advance Design and Construction stages. At the present it appears that the dredge material will probably be disposed of in a deep water, off shore

location. If this is the case, "bucket & scow" will be the method of dredging.

Comment: Requested information on the proposed disposal site.

Response: The draft clearly states "...the selection of location of a disposal site for the dredged material will be made during the advance design stage. Site selection... will be coordinated with the appropriate governmental (Federal and state) agencies." The Environmental Protection Agency is one of the agencies that will be contacted for spoil site selection.

d. Maine State Planning Office

Comment: This office, designated by the Governor as the Maine State Clearing house forwarded the comments received from the following four agencies:

(1) Maine State Port Authority

Favors this project

(2) Maine Department of Commerce and Industry

This project will have a marked and long term economic benefit for the fishing industry in the area.

(3) Maine Environmental Improvement Comm.

Recommends extreme caution be exercised in site selection for placement of dredged material.

(4) Maine Department of Sea and Shore Fisheries

We are concerned and we do approve.

e. Office of Economic Opportunity

Comment: We have no reason to believe that the proposed action will have an adverse environmental impact on the low income neighborhoods involved.

No comments on the 22 June 1972 preliminary draft were received from:

Environmental Clearance Office

U. S. Coast Guard

Association of Conservation Commissions

Bureau of Sport Fisheries and Wildlife

National Marine Fisheries Service

Department of Housing and Urban Development

Town of Jonesport

Comments received during Departmental review are summarized below:

a. Governor of Maine

Comment: "... we are pleased that you are recommending the improvements in accordance with the plan of the Division Engineer. This is a project of vital importance to the State of Maine and to its commercial fishing industry, and we are certain that its completion will be of significant economic benefit to the State as a whole and to the Washington County area in particular."

b. U. S. Environmental Protection Agency

Comment: "...the average values for the key parameters are slightly over those recommended as interim limits by the Environmental Protection Agency. Additionally, the Marine Protection, Research and Sanctuary Act (PL 92 532) passed October 23, 1973 includes a requirement for EPA concurrence for disposal sites for dredged materials. We suggest, that you continue your coordination with Mr. E. J. Conley of our Permits Branch to arrive at a mutually acceptable location for the disposal of the dredged materials from this project. "

Response: Coordination will continue to select an appropriate location for the disposal of dredge materials.

Comment: The water quality of Sawyer Cove is classified as moderately to severely polluted. Fecal coliform counts range from 70 to 700 MPN per 100/ml or higher depending upon the season and tide conditions. For this reason Sawyer Cove and the adjacent waters in Moosabec Reach easterly to Hopkins Point are closed to domestic and commercial shellfish harvesting by the Maine Sea and Shore Fisheries Department. Harvesting, therefore, is prohibited because of pollution rather than the lack of shellfish as reported in the Corps' report on page 4. The shellfish resource would be limited to commercial use if the area were open for direct harvesting because of the requirement for depuration.

Response: This information has been incorporated into Section 2.

Comment: "The statement indicates that it is expected that about 1,500 cubic yards per year will redeposit in the dredged area. It would be helpful if an indication of how this estimate was arrived at could be included in the final statement."

Response: This information was not included in the draft. However, it has been estimated that the rate of annual shoaling will be 1,500 cubic yards. Maintenance would not be required every year. Based on experience, maintenance would be probably done about every 10 years or so.

c. U. S. Department of the Interior

Comment: "The proposed report was reviewed by the interested Bureaus of this Department and no issues were surfaced which would cause any major conflict with the ongoing programs of these Bureaus. We would suggest, however, that the prospects of developing more recreation use of the project be explored. For example, some consideration might be given to developing the fishing potential of the breakwater and possibly a small boat access ramp for recreational fishing and boating. Features of this nature would appear to offer a more balanced type of development."

Response: Because of design criteria, the breakwater is not expected to provide a potential for a breakwater fishery. Depths will be shallow after the breakwater is constructed. Although soft material will be removed, a sand blanket must be placed to give the breakwater a firm foundation. This sand blanket will extend beyond the width of the breakwater. Therefore, the area within "casting distance" of the breakwater will be shallow.

Because of the proximity to the town camping area and in the interest of the Safety of Children utilizing these facilities, the Board of Engineers for Rivers and Harbors recommended proper fencing of the breakwater and posting of appropriate signs. The Town of Jonesport concurs with this recommendation.

Comment: "Section 2 should be expanded to discuss any existing recreation opportunities in Sawyer Cove, Moosabec Reach, and vicinity or the adjacent land."

Response: The study included consideration of a breakwater sport fishery and recreation boating potential associated with Jonesport. All other recreation considerations are within the expertise of other federal and state agencies.

Comment: "Although recreation use would be secondary it could be compatible, controlled if necessary, and wisely planned to obtain maximum public benefit. While the area may not be currently attracting recreation tourists, access and seashore facilities could be helpful in aiding an area solely dependent on the fishing industry."

Response: This statement has been included in Section 6.

Comment: "The statement indicates that removal of the material would cause little, if any, long-term effect on the water resources. Increased turbidity during removal can be held to reasonable limits by good engineering practice. However, the statement indicates that no site has been selected for disposal of the dredged material. In our judgement the site selected and the character of the dredged materials may cause the most significant impact of the project on the water resources of the area. Until the site is selected and evaluated, we believe that the environmental impact statement for the project is not complete."

Response: A supplement to this E.I. S. will be prepared when this project advances to the stage where dredged material must be removed and placed at a compatible location. Because of limited manpower and funding, it is not practical to pursue in detail the disposal of any dredged material until project authorization and congressional appropriations are made.

Comment: "... discussion should include potential land sites so as to provide some indication that environmental determinants were factors appropriately considered as alternatives and were discarded in favor of a deep water offshore disposal area."

Response: See reply to previous comment. If a land site is used, the Town of Jonesport must provide a suitably diked disposal area which also must conform with any applicable state laws and regulations. At this time, the town is uncertain of the availability of a suitable land disposal area. For this reason, the E. I. S. reflects the probability that offshore disposal will be implemented.

Comment: "In the process of selecting a disposal site there should be consultation with the Maine Historic Preservation Liaison Officer to determine if the project disposal site will have an effect upon any area being considered for nomination to the National Register of Historic Places. The Maine Historic Preservation Liaison Officer is Mr. James H. Mundy, Director, State Park and Recreation Commission, State Office Building, Augusta, Maine 04330.

Response: This coordination will be effected at the appropriate time.

d. U. S. Coast Guard

Comment: "The concerned operating administrations of the Department of Transportation have reviewed the draft statement. We have no specific comments to offer on the draft statement. However, we strongly concur with this project and recommend early implementation."

Comment: "It should be noted from the review of this project report that the proposed project will require the installation of one navigational aid at a cost of \$12,000 and an annual maintenance of \$200. These figures are based on 1971 prices and it may be assumed that these costs will rise. It is recommended that early coordination be conducted with the First Coast Guard District in Boston, Massachusetts when the project, if approved, is to be implemented."

Response: This coordination will be effected at the appropriate time.

Comment: "It should be noted, and this fact should be included in the final statement, that the Coast Guard responded to 139 rescue cases in the Jonesport Harbor in Fiscal Year 1972 and that 64 of these cases were during winter months. This project should considerably reduce the Coast Guard search and rescue activities in the Jonesport Harbor vicinity and at the same time provide a harbor of refuge during periods of severe weather."

Response: This has been included in Section 6.

e. U. S. Department of Health, Education and Welfare

Comment: "... agrees with the survey report and the recommendations included in the Environmental Impact Statement ... and we see no objections on the environment if these recommendations are followed."

Letters Received by the
Division Engineers on the
Draft Environmental
Statement

Appendix A



STATE OF MAINE
DEPARTMENT OF SEA AND SHORE FISHERIES
STATE HOUSE ANNEX
CAPITOL SHOPPING CENTER
AUGUSTA, MAINE 04330

June 28, 1972

Mr. John Wm. Leslie
Chief, Engineering Division
Department of the Army
New England Division, Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Mr. Leslie:

Reference is made to your letter of June 22 (NEDED-R) and to the draft of the environmental statement prepared by the Corps of Engineers concerning the proposed navigation project at Jonesport, Maine.

Please be advised that the Department of Sea and Shore Fisheries has reviewed the environmental statement for the above project, and this agency concurs with the findings of the Corps.

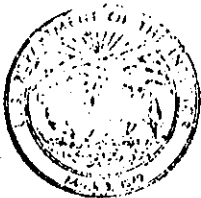
In addition, please be advised that this Department, along with other appropriate governmental agencies, will be prepared to consider site selection for disposal of the dredged material (as noted on page 6 of your statement), and further, this Department will be prepared to cooperate in efforts to minimize interference by the construction work on normal fishing activities in the area (as noted on page 7 of your statement).

The opportunity to comment on your environmental statement is appreciated.

Sincerely,

SPENCER APOLLONIO
Deputy Commissioner

SA/ljc



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
FEDERAL BUILDING
1421 CHERRY STREET
PHILADELPHIA, PENNSYLVANIA 19102

IN REPLY REFER TO:

JUL 28 1972

Mr. John Wm. Leslie
Chief, Engineering Division
New England Division, Corps of Engineers
424 Trapelo Road
Waltham, MA 02154

Dear Mr. Leslie:

We have reviewed the preliminary draft environmental statement for Jonesport Harbor, Maine, transmitted by your letter of June 22, 1972.

In light of the impact statement's references to the modification of the existing land use pattern along the shoreline (Section 2, page 3), we believe that a more complete discussion of the effects of this revision would be in order. The statement's further reference to the presence of tourists suggests that increased availability of coastal land might, as one possibility, provide an opportunity to expand the economic base of the region through increased opportunities for recreation-tourism. The statement's allegation that resolution of future uses of vacated shoreline should be subject solely to cooperative State and local resolution is insufficient according to the spirit if not the letter of Public Law 91-190. Rededication of coastal lands may result in environmental impacts greater than those anticipated and described in the preliminary draft as direct results of the project. The environmental statement should at least assess and describe impacts ancillary to land use alternatives which should be avoided as a result of the modified environment of the harbor. The social, economic and ecological factors accompanying these alternatives should all be discussed.

We offer these comments for technical assistance purposes and appreciate the opportunity to review the preliminary draft of this environmental statement.

Sincerely yours,



Earl C. Nichols

Assistant Regional Director, Planning
and Land and Water Resource Studies

UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
John F. Kennedy Federal Building - Room 2303
Boston, Massachusetts 02203




July 31, 1972

Mr. John Wm. Leslie
Chief, Engineering Division
424 Trapelo Road
Waltham, MA 02154

Dear Mr. Leslie:

We have reviewed the environmental test results on the material which will be dredged from Jonesport Harbor, Maine. Inasmuch as many of the parameters exceed the guidelines established by the Environmental Protection Agency for disposal in open ocean waters, we recommend that alternate methods of disposal be considered.

Sincerely yours, .


Edward J. Conley, Chief
Refuse Act Permit Program



UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY

John F. Kennedy Federal Building - Room 2303
Boston, Massachusetts 02203



August 3, 1972

Mr. John Leslie, Chief
Engineering Division
DEPARTMENT OF THE ARMY
New England Division Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Mr. Leslie:

We have just reviewed the draft statement for the Navigation Project in Jonesport, Maine. The statement did not include enough information to assess the environmental impact of this project. The following information should be submitted to us in a supplemental statement for our review before the final statement is written:

- (1) The analysis of the sediments to be dredged.
- (2) The method of dredging.
- (3) The proposed disposal site. Samples should be collected of the bottom material of this proposed site in order to determine whether the spoil differs from the bottom material of the existing proposed dump site.

We look forward to reviewing this additional information.

Sincerely yours,

Joan Harrison
Environmental Impact Coordinator



State of Maine
Executive Department
State Planning Office

189 State Street, Augusta, Maine 04330

KENNETH M. CURTIS
GOVERNOR

August 9, 1972

TEL. (207) 239-32

PHILIP M. SAVAGE
STATE PLANNING DIRECTOR

CLEARINGHOUSE NUMBER

72062301

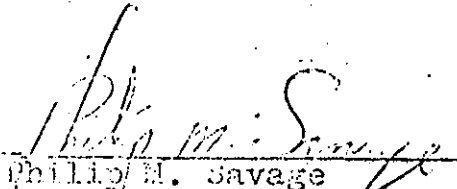
John Wm. Leslie
Chief, Engineering Division
Dept. of The Army
New England Division, Corps of Engineers
424 Trapelo Road
Waltham, Mass. 02154

STATE CLEARINGHOUSE COMPLETION OF REVIEW OF A DRAFT E.I.S.
APPLICANT

TITLE Navigation Project, Jonesport, Maine NEDED-R

The State Planning Office, designated by the Governor as the Maine State Clearinghouse has reviewed the above Draft E.I.S., and forwards the attached comment(s) collected by this office.

Sea & Shore Fisheries
Environmental Improvement Commission
Dept. Of Commerce & Industry
Maine State Port Authority


Philip M. Savage
State Planning Director

KENNETH M. CURTIS
GOVERNOR

TEL. (207) 2-

June 23, 1972

PHILIP H. SAVAGE
STATE PLANNING DIRECTOR

CLEARINGHOUSE # 72-062301

STATE CLEARINGHOUSE REQUEST FOR REVIEW OF A DRAFT E.I.S.

APPLICANT U. S. Army Engineer Division

TITLE Preliminary Draft- Navigation Project - Jonesport, Maine

DOCUMENTATION Preliminary Draft - Environmental Statement

TO

Richard P. Choate - Sea and Shore Fisheries Dept

George C. Gormley - Environmental Improvement Commission

Donald J. Bushey - Washington County Regional Planning Commission

B. William Dorsey - Economic Development Dept

Robert H. Johnson - Watercraft registration and Safety.

→ Edward Langlors - Maine State Port Authority

No Environmental Statement was attached. I would like to go on record, however, as being in favor of this navigation project at Jonesport as we have been a principal proponent with Jonesport officials for many years and have followed this project from its inception.

6/26/72 Ed

STATE PLANNING OFFICE

JUN. 28 1972

The State Planning Office, designated by the Governor as the Maine State Clearinghouse has determined that the above is of such a nature that your agency might have an interest in it.

Please review the Draft EIS within 30 days, returning your response to this office by means of the second copy of this letter. If possible, please categorize your response as one of the following:

☐
☒
☐

NOT CONCERNED

NO COMMENT

COMMENTS SUBMITTED

Kenneth F. Karl
Kenneth F. Karl

A-7

Review Coordinator

Date



MAINE DEPARTMENT of COMMERCE and INDUSTRY

JAMES K. KEEFE, Commissioner

STATE HOUSE, AUGUSTA, ME. 04330

Area Code 207

255-8295

85 Main Street, Machias, Maine 04654

July 12, 1972

STATE PLANNING OFFICE
JUL 13 1972

Mr. Kenyon F. Karl
State Planning Office
189 State Street
Augusta, Maine 04330


Reference: Clearinghouse #72-062301

Dear Mr. Karl:

I have reviewed the information in regard to the proposed U. S. Army Engineer Navigational Project for Sawyer Cove, in Moosabec Reach, Jonesport, Maine.

I feel that this project will have very marked and long-term economic benefits for the fishing industry in that area. It is an excellent project, much needed, and long overdue. Can we begin construction right away?

Sincerely,

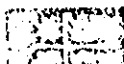

Richard A. Burgess
District Coordinator

RAB/af

A-8

Administration

Research



Development

Promotion

JUN 30 1972

May 25, 1972

Colonel Frank P. Bane
Corps of Engineers
Division Engineer
U.S. Army Engineer Division, New England
424 Trapelo Road
Waltham, Mass. 02154

Re: NAVIGATION IMPROVEMENTS
Jonesport Harbor, Maine

Dear Colonel Bane:

The Maine Environmental Improvement Commission recommends that extreme caution be exercised in the site selection for the deposit of the dredged spoil from the Jonesport Harbor project.

The Commission is quite naturally concerned with both the short and long term damage effects that the massive disposal of this type will have on the water quality standards of the area. Although the most expedient, in general offshore disposal is not considered the best method of disposal because of the problems created by the churning of the biota.

Should a near-shore disposal site be selected, the containment of the spoil should be made so that both solids and liquids are restricted as to turbidity, pH, and bacterial content. Any resulting discharge or seepage should not create hydraulic, water quality, or health hazard problems.

To insure water quality, the Maine Environmental Improvement Commission urges the U.S. Army Corps of Engineers that all information on the area be closely evaluated and analyzed, and forthwith be utilized in the selection of either a land or water site.

Sincerely,

William R. Adams
Director

PS/cc

A-9



STATE PLANNING OFFICE
JUN 30 1972

STATE OF MAINE
ENVIRONMENTAL IMPROVEMENT COMMISSION
AUGUSTA, MAINE 04330

MEMORANDUM

June 29, 1972

TO: Kenyon Karl

State Planning Office

FROM: George C. Gormley, Chief Bureau
of Water Pollution Control

Environmental Improvement
Commission

SUBJECT: PRELIMINARY DRAFT - NAVY PROJECT - JONESPORT, MAINE
CLEARINGHOUSE NUMBER 72062301

We are returning a copy of the Clearinghouse review request regarding the subject project. Attached to this is a letter from this office to Col. Frank Bane which outlines this agency's concern. The review form, therefore, is marked in the category of comments submitted; these comments being contained in the attached material.

GCG:sib
Enc.

A-10

State Planning Office

150 State Street, Augusta, Maine 04330

RECEIVED

EMMA CHILL CURTIS
GOVERNOR

June 23, 1972

JUN 28 1972 TEL (207) 289-3251

WILLIAM SAVAGE
STATE PLANNING DIRECTOR

CLEARINGHOUSE # 72-062301

DEPT. OF SEA & SHORE FISHERIES

STATE CLEARINGHOUSE REQUEST FOR REVIEW OF A DRAFT E.I.S.

APPLICANT U. S. Army Engineer Division

TITLE Preliminary Draft- Navigation Project - Jonesport, Maine

DOCUMENTATION Preliminary Draft - Environmental Statement

TO

Richard P. Choate - Sea and Shore Fisheries Dept
George C. Gormley - Environmental Improvement Commission
Donald J. Bushey - Washington County Regional Planning Commission
B. William Dorsey - Economic Development Dept
Robert H. Johnson - Watercraft registration and Safety.
Edward Langlors - Maine State Port Authority

STATE PLANNING OFFICE

AUG 3 RECD

The State Planning Office, designated by the Governor as the Maine State Clearinghouse has determined that the above is of such a nature that your agency might have an interest in it.

Please review the Draft EIS within 30 days, returning your response to this office by means of the second copy of this letter. If possible, please categorize your response as one of the following:

☐ NOT CONCERNED
☐ NO COMMENT
☐ COMMENTS SUBMITTED

☒ We are concerned & wish to comment

A-11

W. F. Keane

W. F. Keane

OFFICE OF ECONOMIC
OPPORTUNITY

EXECUTIVE OFFICE OF THE PRESIDENT
WASHINGTON, D.C. 20503

August 2, 1972

Mr. John Leslie
Chief, Engineering Division
Department of the Army
New England Division
Corps of Engineers
424 Tropic Road
Waltham, Massachusetts 02154

Re: Draft Environmental Statement
Navigation Project
Jonesport, Maine

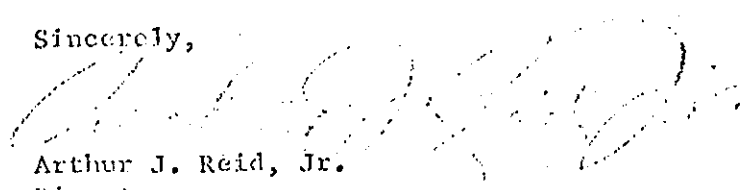
Dear Mr. Leslie:

Phillip Sanchez, the Director of the Office of Economic Opportunity, has asked me to respond to your letter of June 22, 1972, regarding the draft environmental statement on the above mentioned project.

This office in coordination with our Regional Office and the affected community action agencies have carefully reviewed this statement. On the basis information from this review, we have no reason to believe that the proposed action will have an adverse environmental impact on the low income neighborhoods involved. Should we receive any further information we will advise.

We appreciate the opportunity to comment on this draft statement.

Sincerely,



Arthur J. Reid, Jr.
Director
Intergovernmental Relations

Letters Recived By
the Chief of Engineers
As a Result of Coordination
of the Revised Draft
Environmental Statement

Appendix B

STATE OF MAINE
OFFICE OF THE GOVERNOR
AUGUSTA, MAINE
00300

KENNETH M. CURTIS
GOV. 1969

July 2, 1973

Colonel Frederick F. Irving
Assistant Director of Civil Works
for Atlantic Division
Office of the Chief of Engineers
Corps of Engineers
Department of the Army
Washington, D. C. 20314

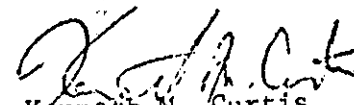
Dear Colonel Irving:

Following up on my telegram of July 2, 1973, I have enclosed copies of state departmental reactions to your proposed report and environmental statement regarding a navigational improvement at Jonesport Harbor, Maine.

As previously stated, we are pleased that you are recommending the improvements in accordance with the plan of the Division Engineer. This is a project of vital importance to the State of Maine and to its commercial fishing industry, and we are certain that its completion will be of significant economic benefit to the State as a whole and to the Washington County area in particular.

The opportunity to comment on your report is appreciated, and we shall look forward to receiving a copy of the transmittal letter from the Secretary of the Army to Congress.

Sincerely,


Kenneth M. Curtis
Governor of Maine

KMC:njm

B-1

Enclosures

STATE OF MAINE

Inter-Departmental Memorandum Date January 22, 1973

Rich Stauffer

Dept. Executive

Spencer Apollonio, Coastal Zone

Dept. Sea and Shore Fisheries

CORPS OF ENGINEERS REPORT ON JONESPORT PROJECT

We are returning the material from the Corps of Engineers which you sent us for comment for the Governor, along with a suggested draft of a letter from him to General Clarke. We believe that this will be an appropriate response.

It may be of interest to you that we believe that this project with its \$3,285,000 price tag will be a major accomplishment for Maine when it is finally approved and funded.

On at least two occasions the project came close to being turned down by the Corps, but after considerable effort by George Taylor, our Department was able to provide additional data that eventually convinced Federal officials that it was economically justified. We are pleased, therefore, to have been able to play a major role in obtaining approval of a project of such importance to the State and its commercial fishing industry.

As indicated in the report, this Department will have a further responsibility when the time comes to evaluate sites for disposal of the dredged materials.

STATE OF MAINE

Inter-Departmental Memorandum Date February 14, 1973

Rick Stauffer _____

Dept. Executive Department

William R. Adams, Jr., Commissioner

Dept. Environmental Protection

Re: Jonesport dredging project _____

This Department has in the past indicated that it is receptive to this project. I am nevertheless vitally concerned over the higher than normally acceptable levels of sediment samples from the area and the disposal of this massive spoil which will evolve from the project.

I am sure that we can all work together on a mutually agreed upon deep water disposal site.

gm

STATE OF MAINE

Inter-Departmental Memorandum Date April 4, 1973

Rick Stauffer

Dept. Executive

on Maynard Marsh *W. J. M.*

Dept. Inland Fisheries and Game

Subject Jonesport Harbor-Environmental Report-Correspondence Control-No. 295

In compliance with your memo of February 22, 1973 we have reviewed the Draft Environmental Statement, Navigation Project, Jonesport, Maine prepared by the Office of the Chief of Engineers, Department of the Army, dated December 1972.

The Department of Inland Fisheries and Game foresees no significant damage to wildlife habitat resulting from this project.

copy: Game Division .
Central Files



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I
Room 2211-B
J.F. KENNEDY FEDERAL BUILDING, BOSTON, MASSACHUSETTS 02203

April 18, 1973

JL
James L. Kelly, Colonel
Corps of Engineers
Deputy Director of Civil Works
Department of the Army
Office of the Chief of Engineers
Washington, D. C. 20314

Dear Colonel Kelly:

I have enclosed copies of Region I's comments on the Corps of Engineers' Navigation Project, Jonesport, Maine. As you will note, we inadvertently transmitted them to the New England Division rather than your office. I hope this delay has not caused problems for you in completing the report.

If you have any questions, please let me know.

Sincerely yours,

Wallace E. Stickney

Wallace E. Stickney, P.E.
Chief
Environmental Impact Branch

Enclosures

B-5



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION I

Room 2211-B

J.F. KENNEDY FEDERAL BUILDING, BOSTON, MASSACHUSETTS 02203

April 11, 1973

Mr. John W. Leslie, Chief
Engineering Division
Department of the Army
New England Division, Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Mr. Leslie:

We have reviewed the draft environmental impact statement for the Corps of Engineers Navigation Project, Jonesport, Maine. While the need for this project is clearly defined, there are comments which we wish to make at this time.

The summary of test results which were included in response to our comment of August 3, 1972, indicates that the average values for the key parameters are slightly over those recommended as interim limits by the Environmental Protection Agency. Additionally, the Marine Protection, Research and Sanctuary Act (PL 92-532) passed October 23, 1972 and effective April 19, 1973 includes a requirement for EPA concurrence for disposal sites for dredged materials. We suggest that you continue your coordination with Mr. E. J. Conley of our Permits Branch to arrive at a mutually acceptable location for the disposal of the dredged materials from this project.

The water quality of Sawyer Cove is classified as moderately to severely polluted. Fecal coliform counts range from 70 to 700 MPN per 100/ml or higher depending upon the season and tide conditions. For this reason Sawyer Cove and the adjacent waters in Moosabec Reach easterly to Hopkins Point are closed to domestic and commercial shellfish harvesting by the Maine Sea and Shore Fisheries Department. Harvesting, therefore, is prohibited because of pollution rather than the lack of shellfish as reported in the Corps' report on page 4. The shellfish resource would be limited to commercial use if the area were open for direct harvesting because of the requirement for depuration.

B-6

Mr. John W. Leslie
April 11, 1973
Page Two

The statement indicates that it is expected that about 1,500 cubic yards per year will redeposit in the dredged area. It would be helpful if an indication of how this estimate was arrived at could be included in the final statement.

We have rated this statement as LO-2, based on our national rating system. An explanation of this system is included as Attachment 1. Please send a copy of the final statement when it is prepared.

I hope these comments have been helpful. If you have any questions, please let me know.

Sincerely yours,

Wallace E. Stickney

Wallace E. Stickney, P.E.
Chief
Environmental Impact Branch

Attachment

EXPLANATION OF EPA RATING

Environmental Impact of the Action

IO -- Lack of Objections

EPA has no objections to the proposed action as described in the draft impact statement; or suggests only minor changes in the proposed action.

ER -- Environmental Reservations

EPA has reservations concerning the environmental effects of certain aspects of the proposed action. EPA believes that further study of suggested alternatives or modifications is required and has asked the originating Federal agency to reassess these aspects.

EU -- Environmentally Unsatisfactory

EPA believes that the proposed action is unsatisfactory because of its potentially harmful effect on the environment. Furthermore, the Agency believes that the potential safeguards which might be utilized may not adequately protect the environment from hazards arising from this action. The Agency recommends that alternatives to the action be analyzed further (including the possibility of no action at all).

Adequacy of the Impact Statement

Category 1 -- Adequate

The draft impact statement adequately sets forth the environmental impact of the proposed project or action as well as alternatives reasonably available to the project or action.

Category 2 -- Insufficient Information

EPA believes that the draft impact statement does not contain sufficient information to assess fully the environmental impact of the proposed project or action. However, from the information submitted, the Agency is able to make a preliminary determination of the impact on the environment. EPA has requested that the originator provide the information that was not included in the draft statement.

Category 3 -- Inadequate

EPA believes that the draft impact statement does not adequately assess the environmental impact of the proposed project or action, or that the statement inadequately analyzes reasonably available alternatives. The Agency has requested more information and analysis concerning the potential environmental hazards and has asked that substantial revision be made to the impact statement.

A draft impact statement is assigned a Category 3, no rating will be made of project or action, since a basis does not generally exist on which to make determination.



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In reply refer to:
PEP ER-73/87

15 May 1973

Dear General Clarke:

This is in reply to your letter of January 11, 1973, requesting our views and comment on a proposed report and draft environmental statement for a navigation improvement at Jonesport Harbor, Maine.

The proposed report was reviewed by the interested Bureaus of this Department and no issues were surfaced which would cause any major conflict with the ongoing programs of these Bureaus. We would suggest, however, that the prospects of developing more recreation use of the project be explored. For example, some consideration might be given to developing the fishing potential of the breakwater and possibly a small boat access ramp for recreational fishing and boating. Features of this nature would appear to offer a more balanced type of development.

We have reviewed the draft environmental statement and submit the following comments for your consideration and use in developing the final environmental statement for this navigation proposal.

Section 2, Environmental Setting Without the Project

This section should be expanded to discuss any existing recreation opportunities in Sawyer Cove, Moosabec Reach, and vicinity or the adjacent land.

Section 3, The Environmental Impacts of the Proposed Action

The statement would be improved if it included an assessment of the public landing as it relates to possible recreation use. Although recreation use would be secondary it could be compatible, controlled if necessary, and wisely planned to obtain maximum public benefit. While the area may not

be currently attracting recreation tourists, access and seashore facilities could be helpful in aiding an area solely dependent on the fishing industry. Endorsement of this viewpoint is found in Items 11, 14c and 14f of the Board of Engineers for Rivers and Harbors, 11/29/72 report to the Chief of Engineers regarding this project. We recommend that the Final Environmental Statement demonstrate increased responsiveness to this development opportunity.

The statement indicates that removal of the material would cause little, if any, long-term effect on the water resources. Increased turbidity during removal can be held to reasonable limits by good engineering practice. However, the statement indicates that no site has been selected for disposal of the dredged material. In our judgment the site selected and the character of the dredged materials may cause the most significant impact of the project on the water resources of the area. Until the site is selected and evaluated, we believe that the environmental impact statement for the project is not complete.

On page 7, the EPA guideline value for C.O.D. is listed as 6.00. This should be 5.00.

Section 5, Alternatives to the Proposed Action

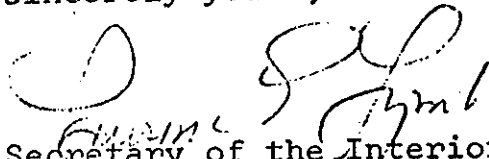
Although the statement states "it appears that the dredge material will have to be disposed in a deep water offshore area" (page 8), we believe this section should be expanded to include a discussion of alternative disposal sites. The discussion should include potential land sites so as to provide some indication that environmental determinants were factors appropriately considered as alternatives and were discarded in favor of a deep water offshore disposal area.

The statement makes no reference to the cultural (historical, archaeological, architectural) resources that may be affected by the proposal. There was no evidence that the considerations required by the National Historic Preservation Act of 1966 (P.L. 89-665) and Executive Order 11593 of May 13, 1971, entered into planning. In this respect, the statement is inadequate. In the process of selecting a disposal site there should be consultation with the Maine Historic Preservation

Liaison Officer to determine if the project disposal site will have an effect upon any area being considered for nomination to the National Register of Historic Places. The Maine Historic Preservation Liaison Officer is Mr. James H. Mundy, Director, State Park and Recreation Commission, State Office Building, Augusta, Maine 04330.

We trust the foregoing comments will assist you in processing this report to the Congress.

Sincerely yours,


Assistant Secretary of the Interior

Lieutenant General F. J. Clarke
Chief of Engineers
Department of the Army
Washington, D. C. 20314



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD (GWS/83)
400 ELEVENTH STREET S.W.
WASHINGTON, D.C. 20590
PHONE: 202 426-2262

14 March 1973

Mr. General F. J. Clarke
Chief of Engineers
Department of the Army
Washington, D. C. 20314

Dear General Clarke:

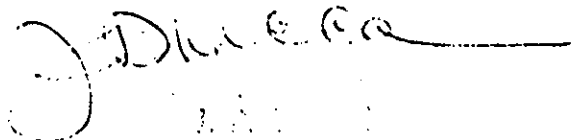
This is in response to your letter of 11 January 1973 addressed to Secretary Volpe concerning your proposed report, draft environmental impact statement and other pertinent papers on the Breakwater, Channel and Anchorage Project, Jonesport Harbor, Washington County, Maine.

The concerned operating administrations of the Department of Transportation have reviewed the draft statement. We have no specific comments to offer on the draft statement. However, we strongly concur with this project and recommend early implementation. It should be noted from the review of this project report that the proposed project will require the installation of one navigational aid at a cost of \$12,000 and an annual maintenance of \$200. These figures are based on 1971 prices and it may be assumed that these costs will rise. It is recommended that early coordination be conducted with the First Coast Guard District in Boston, Massachusetts when the project, if approved, is to be implemented.

It should be noted, and this fact should be included in the final statement, that the Coast Guard responded to 139 rescue cases in the Jonesport Harbor in Fiscal Year 1972 and that 64 of these cases were during the winter months. This project should considerably reduce the Coast Guard search and rescue activities in the Jonesport Harbor vicinity and at the same time provide a harbor of refuge during periods of severe weather.

The opportunity for this Department to review and comment on the proposed project is appreciated.

Sincerely,



Acting Chief of Engineers
Engineering and Systems

B-12

MEMORANDUM

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
OFFICE OF THE SECRETARY
REGION I

TO : Lt. General F. J. Clarke, Chief of Engineers
Dept. of the Army, Washington, D.C.

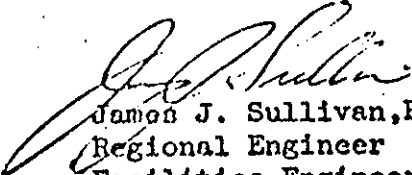
DATE: February 16, 1973

FROM : Dept. of Health, Education & Welfare,
Facilities Engineering & Construction
Boston, Mass. 02203

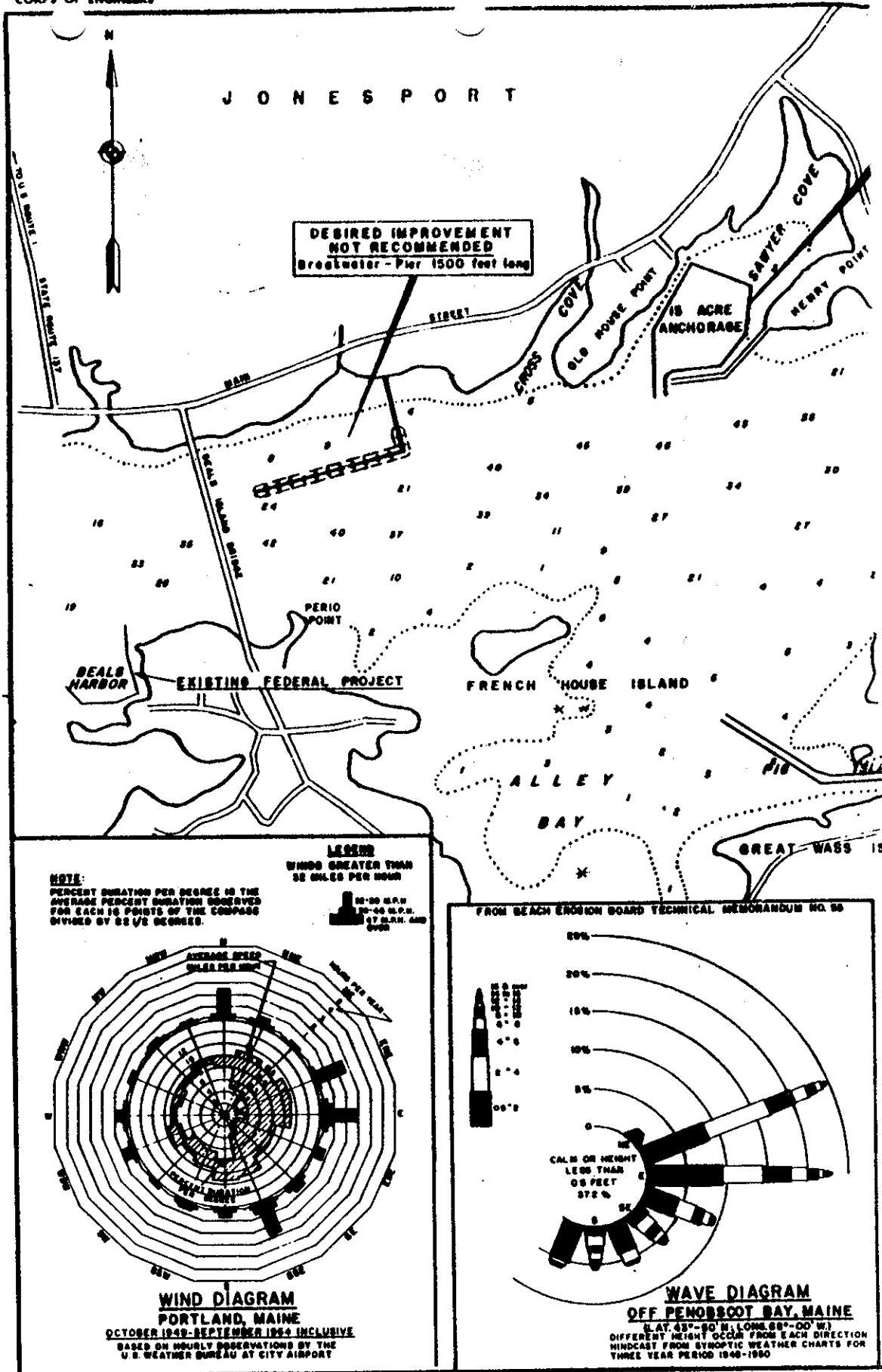
SUBJECT: Jonesport Harbor, Me.

This Office has been requested to reply to the Environmental Impact Statement regarding improvement of the Jonesport Harbor, Maine.

The Department of Health, Education & Welfare, agrees with the survey report and the recommendations included in the Environmental Impact Statement by F. J. Clarke, Lieutenant General, USA, Chief of Engineers, and we see no objections on the environment if these recommendations are followed.

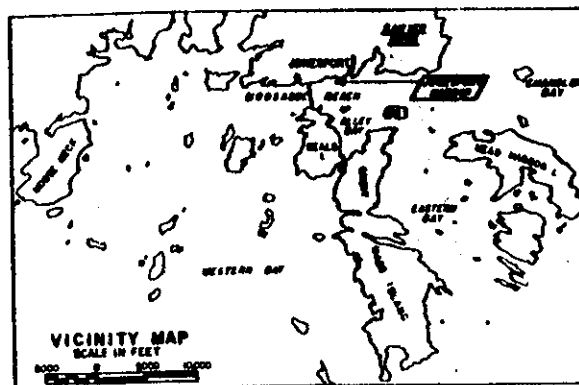
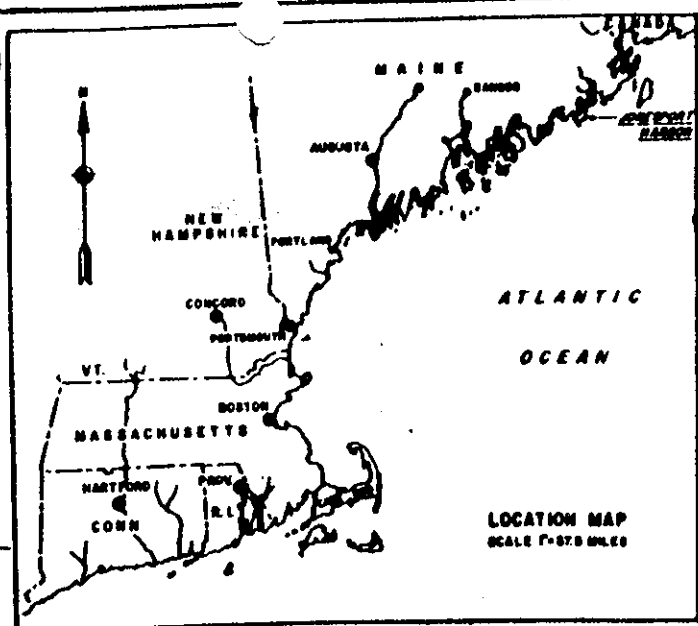
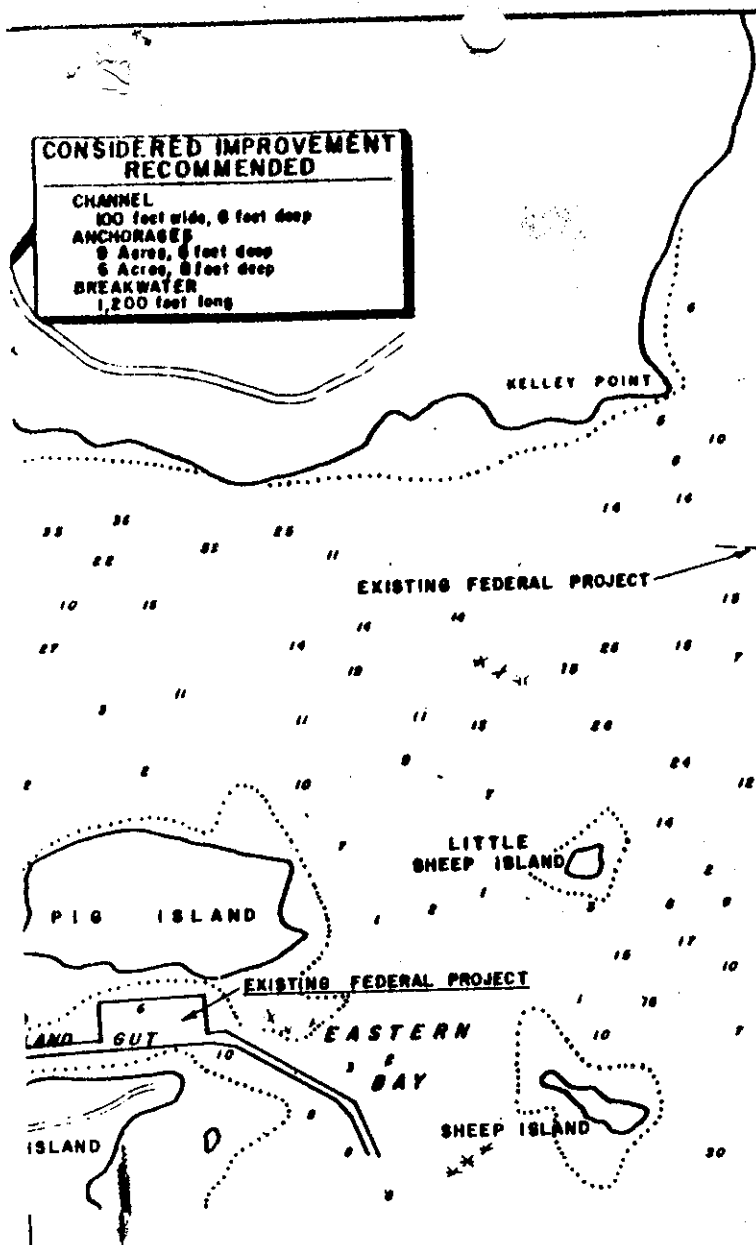

James J. Sullivan, P.E.
Regional Engineer
Facilities Engineering &
Construction, DHEW, R-1

B-13



**CONSIDERED IMPROVEMENT
RECOMMENDED**

CHANNEL
100 feet wide, 6 feet deep
ANCHORAGES
5 Acres, 6 feet deep
5 Acres, 6 feet deep
BREAKWATER
1,200 feet long



NOTES:

Depths expressed in feet are taken from U.S.C. & G.S. chart No 304
depths are referred to the plane of Mean Low Water
Approximate Mean Low Water shown thus

REVISION	DATE	DESCRIPTION	BY
<p>DEPARTMENT OF THE ARMY NEW ENGLAND DIVISION CORPS OF ENGINEERS WALTHAM, MASS</p>			
<p>JONESPORT HARBOR MAINE GENERAL MAP</p>		<p>SCALE IN FEET 0 200 400 600</p>	
<p>DATE: MARCH 1971</p>		<p>SCALE AS SHOWN</p>	
<p>TO ACCOMPANY SURVEY REPORT DATED:</p>		<p>DRAWING NUMBER</p>	
<p>SHEET 1 OF 2</p>		<p> </p>	